

In the Claims:

Please amend the claims as follows:

1-8 (cancelled)

9. (new) A method for operating a maritime unit comprising a frame structure, at least three legs moveable between a standby position and an extended position, a jack mechanism operative to move the legs between the standby position and the extended position, the method comprising:

actuating each leg of the maritime unit with a brake disk system comprising one or more brake flanges extending in a longitudinal direction of the leg, wherein each brake system is operatively connected to the frame structure and includes at least two brake shoe elements, wherein at least one of the brake shoe elements is movable,

wherein the brake shoe elements act on one brake flange of the brake disk system, and wherein the at least one movable brake shoe element of each leg is operated in the vertical direction by means of a separate jack mechanism such that each leg is moved in a substantially stepless manner.

10. (new) The method according to claim 9, wherein at least one of the brake shoe elements is immobile.

11. (new) The method according to claim 9, wherein the brake shoe elements are

arranged one below the other in a vertical direction.

12. (new) The method according to claim 9, wherein each brake disk system comprises at least two movable brake shoe elements, wherein each leg is actuated in a substantially stepless manner by alternately applying two or more movable brake shoe elements on a single brake flange in the brake disk system, such that while one of the movable brake shoe elements engages the single brake flange, one or more of the movable brake shoe elements in a rest position are returned to a standby position relative to the brake flange in anticipation of the next operation.

13. (new) The method according to claim 9, wherein the jack mechanisms drive the legs downwards in a substantially vertical direction with respect to the frame structure.

14. (new) The method according to claim 9, wherein the jack mechanisms release the legs from the seabed by driving the legs upward relative to the frame structure.

15. (new) The method according to claim 9, wherein the jack mechanisms comprise hydraulic cylinders.

16. (new) The method according to claim 9, wherein the maritime unit is adapted for offshore operations.

17. (new) The method according to claim 9, wherein the maritime unit comprises at least one of a jack-up type oil drilling unit or a liftboat type offshore vessel.

18. (new) The method according to claim 10, further comprising:
pressing at least one of the brake shoe elements into engagement with the brake disk system in a standby condition; and
disengaging at least one of the brake shoe elements from the brake disk system in an operating condition in response to an auxiliary force.

19. (new) The method according to claim 18, wherein the at least one brake shoe element pressed into engagement with the brake system in the standby condition in a self-powered manner.

20. (new) The method according to claim 18, wherein the at least one brake shoe element pressed into engagement with the brake system in the standby condition is spring-biased.

21. (new) The method according to claim 18, wherein the auxiliary force comprises action of a hydraulically operating release mechanism.

22. (new) A maritime unit, comprising:
a frame structure;
at least three legs moveable between a standby position and an extended position;
a jack mechanism operative to drive the legs from the standby position downwards in a direction substantially vertical with respect to the frame structure and operative to release the legs from the seabed by driving the legs upward relative to the frame structure; and

a brake disk system comprising one or more brake flanges extending longitudinally with respect to the legs and comprising at least two brake shoe elements arranged one below the other in a vertical direction, wherein at least one of the brake shoe elements is movable, whereby the brake shoe elements act on one brake flange of the brake disk system and are operated in the vertical direction by separate jack mechanisms, and wherein the legs of the maritime unit are adapted to be operated on a disk brake principle for enabling a substantially stepless drive therefore.

22. (new) The maritime unit according to claim 21, wherein the brake disk system further comprises one or more immobile brake shoe elements fixedly mounted on the frame structure of the maritime unit.

23. (new) The maritime unit according to claim 21, wherein the jack mechanisms comprise hydraulic cylinders.

24. (new) The maritime unit according to claim 21, further comprising:
at least one power production and/or drive assembly operative connected to the frame structure.

25. (new) The maritime unit according to claim 21, wherein the legs are arranged in the standby position during shipping of the maritime unit.

26. (new) The maritime unit according to claim 21, wherein the legs are operative to

steady the maritime unit on a seabed.

27. (new) The maritime unit according to claim 21, wherein the maritime unit is intended for offshore operations.

28. (new) The maritime unit according to claim 21, wherein the offshore operations include at least one of a jack-up oil drilling unit or a liftboat type offshore vessel.

29. (new) The maritime unit according to claim 22, wherein at least one of the immobile and/or movable brake shoe elements is adapted to press in a standby condition in a self-powered manner into engagement with the brake disk system and to disengage from the brake disk system in an operating condition in response to an auxiliary force.

30. (new) The maritime unit according to claim 29, wherein the auxiliary force comprises action of a hydraulically operating release mechanism.

31. (new) The maritime unit according to claim 29, wherein the self-powered manner comprises a spring-biased manner.

32. (new) The maritime unit according to claim 21, wherein a brake disk system is provided on each leg of the maritime unit.

33. (new) The maritime unit according to claim 32, wherein the brake disk system is

provided on each leg symmetrically in a cross-sectional view.

34. (new) The maritime unit according to claim 21, wherein the brake flanges are perforated and/or hollow.